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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 10 October 195

SUBJECT Permanent Reconstruction of the Highway
Bridge across the Oder River near Frankfurt/
Oder

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1. The highway bridge across the Oder River near Frankfurt/Oder (O 53/V 63) was discussed on 28 December 1949 at a conference held with Lieutenant Colonel Pavlov of the SCC on the 1950 investment plan. Pavlov was informed that both shipping circles and the Main Construction Department (Hauptabteilung Bauwesen) felt that the shipping arch of the bridge must be at least 65 meters wide. It was furthermore mentioned that the Foreign Ministry had been requested to take appropriate steps so that Poland would also share in the reconstruction of the bridge. Lieutenant Colonel Pavlov said that under existing conditions the bridge must be rebuilt on its old piers, which are 30 meters apart, and that furthermore the sum of money allocated for this bridge would probably be cut.
2. In the 1950 investment plan the sum earmarked for the reconstruction of the Oder River bridge near Frankfurt was reduced from DM 2,000,000 to DM 500,000, making it possible to reconstruct only the abutments and piers this year. The procurement of the materials required for the superstructures can be postponed almost one year. Since the two-year plan will be fulfilled by that time, building materials will probably be available then.
3. The reconstruction of the highway bridge across the Oder River was started in January 1950. The order for the reconstruction was placed with the firm "Bau-Land Brandenburg WEB, Ingenieurbuero" (a nationalized construction firm in Land Brandenburg) in Klein Machnow (N 53/Z 73). However, a second building firm from Mecklenburg was employed in mid-June 1950, when the work on the bridge was intensified. In late March 1950 about 80 workers were employed on this project. By means of two steam pile drivers, piling was being rammed around the old pier foundations. Originally, the reconstruction was to have started on all riverpiers simultaneously, but this plan had to be abandoned since the Poles prohibited any construction work on the eastern half of the river. However by mid-June concrete piers were being built on the Polish as well as the German side:
4. The Oder River highway bridge is being rebuilt in its old form. Piles were being rammed at piers I and II in early April 1950 and dredging operations were done near piers III and IV.

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* [REDACTED] Comment. See Annex 1 for a picture of the old bridge, indicating

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-2-

the various piers and their numbers. Annex 2 is a photograph showing the ramming operations at the bridge piers on 19 April 1950. The highway bridge across the Oder River near Frankfurt/Oder was 269 meters long and had spans of 30 meters. After the bridge was destroyed during the war, only parts of some of the piers remained. The bridge is on the important Reichsstrassen (National Highways) No 5 and 167 from Berlin to Breslau via Frankfurt/Oder. In 1945/1946 an emergency bridge, a wooden structure 322 meters long with 16 spans bridged by steel girders, was built about 250 meters downstream from the destroyed bridge. The old bridge which is of importance for Soviet east-west road traffic, is now being rebuilt in its previous form. See [REDACTED] Because of a reduction of the allocated means only the piers and abutments will be reconstructed this year. Two points have not yet been decided: the definite width of the roadway, 6 meters or 8.5 meters; and the width of the shipping arch, 30 meters or 60 meters. These questions are the subject of negotiations between German and Polish agencies.

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2 Annexes - photographs

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